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THE HONGKONG DISPENSARY.

[22]

BIRTH.

WHITE.—At Brentnorr, 89A, Peak, on
July 27th, to Mr. and Mrs. HEDLEY
G. WHITE, a son.HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 28TH, 1913.

The Times has recently issued, as one of its Special Supplements, a Textile Number, consisting of a review of the history, progress, resources, and present state of all branches of the textile trade throughout the world. It is naturally mainly concerned with the question as it affects England, but almost every country has its place in the review, and the section devoted to China, though inevitably limited in space and condensed in substance, gives an accurate idea of what China has done, is doing, and might do in this field. Silk, cotton, wool, and fibre are the headings under which the subject is subdivided, and in no case is a very bright picture presented to us. Practically everywhere we see the same state of affairs—a state of affairs on which we have already had occasion to comment more than once—rule of thumb methods, no scientific investigation, no change of seed or methods, and consequent gradual deterioration of crops, with the ultimate result that even where China was once supreme she is now lagging behind other countries. "At one time China supplied the West with all its silk products; within the last 50 years it still supplied half the trade. It has now been overtaken by Japan, and has to be content with less than a third of the world's trade. In 1910 Japan's contribution was 36 per cent., China's 31, Eastern Europe 19, and the Levant and Central Asia 11 per cent."

We have on various occasions pointed out the mistake that China is making in not devoting her attention more to the development of her natural resources of every kind, vegetable and animal as well as mineral, and if demonstration of this need be still required, these figures of the silk trade would provide it. Since

the ruin of her tea trade, silk is China's staple export, and in spite of the progress of Japan it still accounts for some 25 per cent. of the exports passing through the Maritime Customs, yet the Government, which includes a Ministry of Agriculture and Forestry, seems quite apathetic over the retrograde tendency. Something has been done here and there, notably in Szachuan, which is one of the chief silk-producing provinces. Here, Schools of Sericulture were established on a large scale, almost every city in the silk-growing area being provided with one; these should have proved a great boon, and, if properly worked, have effected a real improvement both in the rearing of the worms and in the winding of the cocoons, but unfortunately they were run as a rule in a very haphazard way, and touched only a very small number of the people interested. As things are, silk growing in China is essentially a "cottage" industry, every housewife in the sericultural districts raising her own little crop. This being so, it is hard to see how any great improvement can be effected without radical change, and probably there will be no appreciable advance until the rearing is done on a large scale, as a "factory" industry, when it will be possible to apply the skilled attention and scientific methods that alone can save the trade from further decline. There is another side of the question, too, suggested by a perusal of the Times article. Almost all the winding is done by hand with the crudest of machinery, yet we find the 17 steam filatures at the Treaty Ports contributing about 40 per cent. of the total value of China's silk exports. Japan, it may be noted, possesses 2,333 silk filatures using mechanical power. If in conjunction with this we consider that Japan regularly takes about 50 per cent. of China's cocoon export, it is evident that China's need is not confined to improvements in the methods of selecting and rearing the worms, but that a far wider use of machinery is also necessary, and that progress in this one respect alone would do much to recover for China her former pride of place. The astonishing backward state of the industry in this respect is apparent from the fact that there is, we believe, not a single filature with modern machinery in the whole of the great silk-producing province of Szachuan—the Commercial Attaché of the British Legation shows none in his list. And if China's silk trade is, comparatively, declining now, the future outlook must be even more gloomy unless the trade adapts itself to modern exigencies. Not only is the home market falling off, owing to the growing popularity of cheap foreign fabrics, but another section of the Times supplement reveals a new source of competition in the shape of artificial (nitrocellulose) silk, which can be made to sell, in the finished article, at as low a price as 1s. 6d. a yard in England, and which is even being exported from England to China. To turn to another of China's textiles, the Times article does not take quite so pessimistic a view of the cotton trade, either in the production of the raw material or in the manufacturing field, though the outlook is none too bright. One of the great benefits that China has from the first been promised as the fruit of the abolition of poppy cultivation is the increased production of raw cotton. This is scarcely borne out by the Customs figures: the first of the recent anti-opium Edicts was issued in 1906, since when the exports of raw cotton have been:—

1906	769,542 piculs.
1907	988,015 "
1908	913,102 "
1909	635,687 "
1910	1,477,304 "
1911	877,744 "

Even allowing for the effects of the revolution in disturbing trade, and for the growing demand from Chinese mills, the increase in this commodity is in no sense commensurate with the area through which opium has undoubtedly been suppressed. There is, too, the same conservatism and lack of science to be combated here, though there is some promise of progress; as the writer in the Times points out, the great defect of Chinese cotton is that it is of very short staple, but "experiments with new seed in Manchuria have resulted in the growth of a cotton of longer staple, and it is generally believed that with reasonable care China could produce a cotton that would compare favourably with that of America." The woollen and fibre trades are comparatively small; the former is seen from the Customs to be rather more than holding its own in recent years, while the latter shows a falling off, though in this case foreign exports are not a fair index of the trade, which is mainly internal. Altogether, this review of China's textiles demonstrates that in this as in almost all branches of her industry the same state of stagnation and apathy exists, and that the one great need is the adoption of modern methods and machinery.

To-day is the anniversary of the Peruvian Republic, and the Consul is "at Home" at the Consulate this morning.

Brigadier-General H. H. Bandholtz, Chief of Constabulary in the Philippines, has been relieved of his position. He is at present in the United States.

A lecture entitled "Divination in Ancient China, or the Book of Changes," will be given in the European Y.M.C.A. Rooms to-night at 9 p.m. by the Rev. H. R. Wells.

Owing to the inclement weather on Saturday all sporting fixtures had to be postponed, also the promenade concert which was to have been held on the ground of the Hongkong Cricket Club that evening.

TENDERS FOR REPAIRING THE "NIPPON."

We learn that the tender of the Hongkong and Whampoa Dock Co., Ltd., for the repair of the Swedish steamer *Nippon* was £26,000; while that of the Shanghai Dock and Engineering Co., Ltd., was £17,300. The latter tender has been accepted.

BILLIARD TOURNAMENT.

An American Billiard Tournament was completed on Friday, the 25th inst., in the Naval Quarters, H.M. Dockyard. The first and second prizes were given by the Rev. A. C. Moreton, R.N., Chaplain of H.M.S. *Tamar*, Naval Dockyard and Establishments. The third and consolation prizes were given by the Messrs. Pike, Moynihan, and Wilkinson having an equal number of points for the third prize, which, on the replay, was won by Second Sick-Berth Steward Moynihan. The prizes were presented to the winners by the Rev. A. Moreton, R.N., as follows:—1st prize, Chief Writer R. H. Humpherson, silver bowl; 2nd prize, Chief Writer W. E. D. Kitt, silver cigarette case; 3rd prize, 2nd S.B.S. J. Moynihan, walking stick; consolation prize, Stoker Petty Officer J. Cooksey. A hearty vote of thanks was accorded to the Rev. A. C. Moreton, R.N., for presenting the prizes.

THE NEW CHINESE CEMETERY AT ABERDEEN.

The rules and regulations for the proper management of the new "Chinese Cemetery at Aberdeen" are set out in full in the *Gazette*. It is provided that the promoters of the Cemetery shall, before the laying out of the Lot and its utilization as a burial place, collect among themselves and those Chinese who are in sympathy with the movement, the minimum sum of \$25,000; to be handed over to a Board of Management to be devoted to the purposes specified in the deed of appropriation. Every promoter or subscriber of \$100 or upwards will be entitled to certain privileges as regards the free allotment and reservation of a certain number of sites for burial purposes, but the exact nature and extent of such privileges, and the number of free burial sites to be allotted and reserved, together with the manner of such allotment, is to be determined and defined by the Board.

The Board will have full and absolute power in the management of the Cemetery and in the control and disposal of the funds. The number of members of the Board is to be not less than 12 or more than 20. The Government officers holding for the time being the posts of Director of Public Works Registrar-General, and Head of the Sanitary Department respectively will be *ex-officio* members of the Board. The remaining members, who will be unofficial members, are to be appointed from among themselves by the promoters and subscribers of \$100 and upwards in open meeting assembled.

RAILWAY SERVANT CHARGED WITH EMBEZZLEMENT.

A Chinese was charged before Mr. C. D. Melbourne with embezzling 50 cents, the money of the Kowloon-Canton Railway Company. Mr. Lewis (of Messrs. Johnson, Stokes & Master) defended, and asked what would be the bail for such an amount. He suggested a dollar. Inspector Watt said he thought the bail should be \$500, as there had been a series of these offences in connection with the railway. Mr. Lewis said he considered it a hardship that the defendant should suffer if the matter was in the course of investigation. He thought if the bail was fixed at \$150 he would see if his client could find the money and, if not, he would apply to his Worship again for a reduction. Inspector Watt said the hearing of the case would take a long time—probably four hours, as two of the witnesses for the prosecution would give evidence at great length. The offence was a very serious one. His Worship said the defendant was in the employ of the Government, and there was no evidence on which bail might be fixed. He would allow bail in \$250.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKANS.

ROUMANIAN PROPOSALS DECLINED.

Roumania's efforts to procure an immediate cessation of hostilities have been frustrated. Greece and Serbia have proved obdurate and declined Roumania's proposals.

They insist upon continuing hostilities until a definitive armistice, coupled with preliminaries for peace, have been signed.

THE HUMILIATION OF BULGARIA.

It is stated in Vienna that Austria, Russia and Roumania have agreed to the adoption of measures to prevent the further humiliation of Bulgaria by Greece and Serbia.

ROUMANIAN ADVANCE ARRESTED.

Router's correspondent at Bukharest wires that at the request of Bulgaria the advance of the Roumanian troops has been arrested fifteen kilometres from Sofia.

GREEK STATEMENT TO THE POWERS.

Greece, in a statement to the Powers, repudiates a desire to crush Bulgaria by insisting on a simultaneous signature of the armistice and the peace preliminaries, and declares that the Bulgarians can save their Throne and preserve public order if they will accept the conditions of the victors. She further says that the Powers should apply pressure at Sofia, not at Athens and Belgrade.

THE INVASION OF BULGARIA.

A message from Constantinople states that M. Ghemadiff, the Bulgarian Foreign Minister, has telegraphed to the Porte protesting against the invasion of Bulgaria by Turkish troops.

The Grand Vizier replied on the 24th instant that some patrols, while reconnoitring, crossed the frontier, but were withdrawn by the Commander-in-Chief.

GREEKS OCCUPY DEDEAGATCH.

Greek marines are in occupation of Dedegatch.

PEACE DELEGATES START FOR BUKHAREST.

The delegates of the different States are proceeding to Bukharest. The Bulgarian Minister, M. Tontcheff, has started, likewise the Greek delegate, M. Panas. M. Venizelos has gone to Salonika to see the King before going to Bukharest.

POWERS DIFFER.

Last Friday's conference of the Ambassadors made it manifest that the Powers had not agreed on any active steps beyond perhaps a severe remonstrance to Turkey. The only Power which is inclined to take action is Russia.

CAPITULATION OF WIDIN EXPECTED.

The Servians are beginning to surround Widin, and the capitulation is expected shortly. The troops of General Kutchnieff are already beginning to surrender.

BULGARIAN TROOPS DEMORALISED.

Unofficial reports from Bukharest say that the Bulgarian troops are wholly demoralised, and refuse to face the enemy.

BRITISH WARSHIPS FOR THE MEDITERRANEAN.

LONDON, July 26th.

H.M.S. *Invincible* and *Indomitable* have been ordered to the Mediterranean after the naval manoeuvres.

COUNTY CRICKET.

LONDON, July 26th.

Kent have defeated Middlesex by seven wickets.

The match between Surrey and Essex was drawn.

Yorkshire beat Nottinghamshire by five wickets.

Sussex beat Lancashire by 65 runs.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MONROE DOCTRINE IN AMERICA.

WASHINGTON, July 26th.

In the House of Representatives a concurrent resolution has been introduced re-affirming the Monroe Doctrine and refusing to permit further extension of the colonisation system by European nations in this hemisphere, and particularly objecting to colonisation by peoples with whom the Caucasian race cannot and will not assimilate.

The last clause is supposed to refer to the project for Japanese colonisation in Mexico.

The resolution also demands the abandonment of the Philippines immediately stable government has been established.

The resolution has been referred to the Committee of the House.

SUFFRAGISTS GO TO PRISON.

DECLAIMING AGAINST "CAT AND MOUSE" ACT.

LONDON, July 26th.

In connection with the attempt of the Suffragists to present a memorial to Mr. McKenna at St. Stephen's Hall, Mrs. Pethick Lawrence, Lady Sybil Smith and Miss Sharpe refused to be bound over and went to prison for a fortnight.

They delivered speeches against the "Cat and Mouse" Act.

DANISH RAILWAY DISASTER.

COPENHAGEN, July 27th.

Fifteen people have been killed and ten injured through the deraiment of an express train near Esbjerg.

The Socialist leader, Sabroe, was killed, and two out of thirteen English passengers were injured.

MR. AUSTEN CHAMBERLAIN.

CELEBRATES PARLIAMENTARY COMING OF AGE.

LONDON, July 27th.

Mr. Austen Chamberlain celebrated his Parliamentary "coming of age" at Highbury. Five thousand people were present.

His father, the Rt. Hon. Joseph Chamberlain, made his first appearance since his illness, and as he walked the lawn he was cheered by the crowd.

Mr. Austen Chamberlain was presented with a model in silver of a Spanish galleon, and his wife with a diamond pendant.

AN AVIATION FEAT.

LONDON, July 27th.

Aviator Sider has re-crossed the Alps from Milan to Sale in three and three-quarter hours.

THE ANTARCTIC EXPLORERS.

RECEIVED AND DECORATED BY THE KING.

LONDON, July 27th.

His Majesty the King has received in audience at Buckingham Palace the officers and men of the *Terra Nova* and the relatives of those who perished. His Majesty personally decorated the men of the expedition with the Antarctic medal.

MRS. PANKHURST SERIOUSLY ILL.

LONDON, July 26th.

The condition of Mrs. Pankhurst is very serious and the doctors have resorted to the transfusion of blood.

DEATH OF GENERAL PRENDERGAST.

LONDON, July 26th.

The death is announced of General Sir Harry North Dalrymple Prendergast, V.C., K.C.B., at the age of 79 years.

[Deceased, who was born in India, entered the service in 1854 and saw much fighting and was decorated with many medals during his military career. He served in the Russian war of 1857; with the Malva field force in the same year; with the Central India field force in 1858; when he gained the Victoria Cross; in the Abyssinian war, 1867-68. He was in command of the Sappers with the Indian expedition to the Mediterranean, 1878; commanded the expedition that resulted in the annexation of Upper Burma, 1885-86. General Prendergast also acted as Secretary to the Indian Government Military Department, was in command of and officiated as Resident of many districts in India, and received the thanks of Her Majesty, Queen Victoria, and the Government of India for his services. Deceased was a prominent sportsman, and in his younger days excelled at boxing, fencing, sword play, running, cricket, football, hunting and polo.]

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

INTERNATIONAL LAWN TENNIS.

KEEN STRUGGLE FOR DAVIS CUP.

LONDON, July 26th.

In the challenge round of the Davis Lawn Tennis Cup, commenced on Friday at Wimbledon, between Britain (holders) and America (challengers), the following results have been registered:—

Parke (Britain) beat McLoughlin (America) by 8-10, 7-5, 6-4, 1-6, 7-5. This was a superb struggle. McLoughlin's serving and "smashing" were tremendous; while Parke showed magnificent all-round supreme judgment.

Williams (America) beat Dixon (Britain) by 8-6, 3-6, 6-2, 1-6, 7-5.

McLoughlin and Hackett (America) beat Barrett and Dixon (Great Britain) by 5-7, 6-1, 2-6, 7-3, 6-4. The brilliant volleying of Barrett and the splendid placing of McLoughlin's service were outstanding features of the match.

SHOOTING AT BISLEY.

LONDON, July 26th.

Sergeant Ommundsen has won the Silver Medal in the King's Prize.

Private Fulton, of the Queen's Westminster, has won the St. George's Vase with a score of 119.

KING'S PRIZE WON BY A CANADIAN.

LONDON, July 27th.

Private Hawkins, of a Canadian regiment, has won the King's Prize with a score of 330. Private Tenby, of the Royal Warwick, was second with a score of 329; and Private Allan, of the Royal Scots, third with a score of 325.

[Last year this trophy was won by Private A. G. Fulton with a score of 335.]

THE TURF.

THE LIVERPOOL CUP.

LONDON, July 26th.

The race for the Liverpool Summer Cup resulted as follows:—

Long Set	1
Bachelor's Hope	2
Knucknacorrige	3

Five started. Won by a length, four lengths between second and third. The betting was—6 to 4 against Long Set, 5 to 2 Bachelor's Hope, 25 to 1 Knucknacorrige.

Thistleton was ridden by W. Huxley and Cheshire rode Drinmore. Belted Earl did not start. Stedfast was scratched at 9.8 o'clock yesterday.

GOODWOOD STEWARDS CUP.

The betting for the Goodwood Stewards Cup, run at Goodwood on July 26, is as follows:—100 to 9 Castleton and Braxted, 100 to 8 Simon the Jester, 100 to 7 Harmonicon, Cigar and Poor Boy.

WARSHIPS FOR SALE.

H.M.S. *Alacrity*, until lately used as the Admiral's yacht, and two twin-screw torpedo-boat destroyers—H.M.S. *Handy* and *Janus*—are advertised for sale by public auction by Messrs. Hughes & Hough, auctioneers. The *Alacrity* is being sold without restriction as to disposal. The destroyers are "to be sold separately for breaking up." The auctions take place on September 2nd.

STEAMSHIP CONNECTION BETWEEN MANILA AND NORTH CHINA.

A Manila contemporary says:—A direct semi-monthly steamship service between Manila and North China ports, something for which there has been a crying need for years, has been assured by the Katian Mining Administration, one of the largest coal concerns in China, which was formerly known as the Chinese Engineering and Mining Company, Limited. The first vessel of this line, the *Sir Richard Audry*, 3,400 tons, will arrive from Chinwangtao Wednesday and will sail again for Chinwangtao direct, July 27, making the trip in seven days. Within two months' time vessels of this line will be running regularly every two weeks between Manila and Chinwangtao.

CIOELY RUBBER ESTATES.

The net profit of the Cioely Rubber Estates Company for the year ended March 31st last amounted to £32,732, and £4,587 was brought forward. It is proposed to pay a final dividend of 7½ per cent. on the Preference shares (making a total of 15½ per cent. for the year), and 7½ per cent. on the Ordinary shares (making 150 per cent. for the year), to place to reserve £7,000, and to carry forward £24,019. The output of dry rubber amounted to 249,231lb., costing 1s. 2.90d. per lb., f.o.b., and sold for a net average of 3s. 9½d. per lb., against £17,470lb. last season, realizing 4s. 8d., and costing 1s. 3.5d. The manager estimates that upwards of 280,000lb. of dry rubber will be harvested during the current year.

THE CHINESE LOAN.

ANOTHER QUESTION IN PARLIAMENT.

In the House of Commons on the 3rd inst., Sir J. Spear (Devonshire, Tavistock, Opp.), in behalf of Mr. Norman Craig (Kent, Thanet, Opp.), asked the Secretary of State for Foreign Affairs whether he was aware that the bankers of the quintuple group issued the recent Chinese loan at a price which, after a large profit to the bankers, offered to the investing public a yield of about 5½ per cent.; whether he was aware that the amount of the issue in London, £7,416,000, was subscribed 12 times over; whether he was aware that the City of Montreal issue, £1,430,000, carrying 4½ per cent. and issued about the same time at par, was less than half subscribed by the public, more than half being left to the underwriters; whether he recognized that the issue at a low price with a high yield of stock carrying the diplomatic support of his Majesty's Government was calculated to affect prejudicially issues of our national, Colonial, and municipal stock at prices giving a yield according with ordinary market rates; and whether his Majesty's Government would in future refuse to give diplomatic support of a monopolistic character without reserving control over the financial aspect of the projects supported.

Sir E. Grey.—With regard to the first part of the question, respecting the purely financial aspect of the loan, I must refer the hon. member to the reply which I gave him on the 12th ult. I am unable to accept the conclusions which the hon. member has drawn from a comparison between the subscriptions to the two loans referred to. The public are naturally free to choose their own investments and his Majesty's Government have no control over their choice. Many previous loans both to China and other countries have had the diplomatic support of his Majesty's Government; in this instance his Majesty's Government were only one of five Powers, who gave support without, however, incurring any pecuniary liability such as a guarantee. With regard to the future, his Majesty's Government will certainly continue to be interested in only for the benefit of British enterprise and trade, in stability being given to Chinese finance, and I cannot give any general undertaking as to the nature of their action, which must largely depend on the development of the situation. It may be that at any given moment it is undesirable for his Majesty's Government to encourage the issue of loans, and when such considerations are present they will be taken into account.

INSURANCE BUSINESS IN JAPAN.

HOW FOREIGN COMPANIES ARE REGULATED.

The question of insurance has assumed great importance in Japan during the past few months, and is, therefore, worth going into at some length. It should be premised that, according to Japanese law, insurance business is divided into two classes: (a) life, and (b) against loss. The latter is supposed to include everything except life, but it should be made clear that there is no insurance on a large scale in Japan for anything save life, fire, and marine. Accident, boiler, crop, fidelity, and sickness are represented by only one company in each class, while insurance against such risks as earthquakes, burglary, fire, employers' liability, etc., cannot be placed in Japan. An insurance company is not permitted to carry on any business other than that of insurance, nor is a company doing life insurance allowed to conduct insurance business against loss (i.e., marine, fire, etc.).

Life Insurance.—According to the latest returns there are thirty Japanese companies which received £2,570,000 in premiums in 1911 and made £87,000 net contracts, amounting to £18,000,000, their liability reserves at the close of 1911 being £7,200,000, and five foreign companies (of which two are Canadian, two United States, and one Hongkong registration) who received £348,000 in premiums in 1911 and made 3,679 new contracts, amounting to £1,000,000, their liability reserves at the end of the year being £1,325,000.

Insurance companies were allowed to do business in Japan on making a deposit of 150,000 yen (about £12,500) in Japanese Government bonds with the Japanese authorities. This deposit was not required of the Japanese companies, because it was maintained that the authorities had greater control over them and their funds than they could have over branches of foreign companies. Under the new law, which came into force in February of this year, states the British Commercial Attaché at Yokohama, in his forthright report on the trade of Japan, in addition to the above, foreign companies have to deposit with the authorities securities equivalent to 60 per cent. of their reserves against their Japanese business; but besides Government bonds, which are taken at their face value, they are allowed to choose from certain selected prefectural, municipal, and other securities, so that about 51 per cent. interest can be obtained. This change will, of course, necessitate much alteration of investments, and one of the United States companies has decided to issue no new policies in Japan. Another important change, which also affects fire insurance, is that policies have to be issued in the Japanese language, unless a wish to the contrary is expressed, and there is no doubt that in any case which went to arbitration in the law courts the Japanese text would be taken as the basis of the contract.

Marine Insurance.—From the latest returns it would appear that there are eleven Japanese companies doing marine insurance business in Japan, which in 1911 received premiums amounting to £276,000, and paid claims amounting to £262,000, the business expenses being £22,500, and eleven foreign companies, nearly all of which are British.

Fire Insurance.—This is reserved for the last, because from a commercial point of view it is the most important. It has been said by those who are competent to judge that, comparatively speaking, Japan enjoys cheaper fire insurance than any other country. There is constant competition going on between the foreign and Japanese companies for the large industrial risks, with the result that rates

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have been quoted as low as 10 sen per 100 yen, or 2s. per £100, while 12½ sen net has been accepted for a sprinklered cotton mill. Attempts have frequently been made to impose a tariff, but without success.

The new regulations also call for several changes in the conduct of fire insurance business. The regulations for the language of the policy are the same as for life companies. The deposit for fire (as well as marine) insurance companies used to be 100,000 yen (about £10,000). Under the new regulations the minimum deposit remains the same, but if the premium income exceeds 200,000 yen, half of the excess income has also to be deposited. There are several other charges, but they are too technical to be dealt with in a brief review like this. There are eighteen Japanese fire insurance companies which in 1911 received premiums amounting to £896,000, and paid claims totalling £289,000, their business expenses being £264,000. There are twenty-three foreign fire insurance companies doing business in Japan, most of which are British.

THE ANGLO-JAPANESE BANK (LIMITED).

CHANGE OF NAME AND CHARACTER.

As was foreshadowed at the recent general meeting of the Anglo-Japanese Bank, the directors have decided to change the name. A meeting is called to obtain the shareholders' approval to alter the title to "The Commercial Bank of London." As the present name implies, the bank was founded some years ago to transact business between Japan and Great Britain, but it has not been successful. About a year ago the trust companies associated with Lord St. Davids became large shareholders, and his representative was invited to join the board. This representative, Mr. A. F. P. Roger, has since become chairman of the bank, and has already been responsible for some considerable alterations in its policy. A large part of the bank's funds has been transferred from Japan and when remunerative business has been found elsewhere, and this process will be continued until all the funds are transferred. There used to be a considerable number of shareholders in Japan, but these no longer exist, the shares being entirely held in Great Britain now.

COLOURED CLOTHES FOR MEN.

SIR HERBERT TREE'S VIEW OF THE "NEW."

To the new quarterly review of fashion, sport, and the drama, "The Man of Today," Sir Herbert Tree contributes a characteristic note on the subject of the new coloured cloths for men's suits.

Responding to an invitation to criticise a "bunch" of patterns of the new cloths, sent to him by the editor, Mr. H. Dennis Bradley, Sir Herbert writes:—"If the men of to-day possess the same sense of colour-balance as their great-grandfathers, and are capable of exercising it, they by all means let them come out in the bravely dyed cloths to which you have drawn my attention. In the olden days your insolent beau could wear a suit of pea-green because he relieved the scheme with dashes of white and black—his lace ruffles and his black ribbons.

"But the modern young man does not understand, or affects to scorn, these matters. His socks are purple, his necktie is blue, his collar is striped with pink, his silken handkerchief is a crimson yellow, his gloves are grey, his shoes are brown, his soft felt hat is green. Would you, then, trust the modern young man with a bunch of those attractive patterns of coloured cloth which I have fondly been handling for the last half-hour, trying to make up my mind? With such a wild craze as his for colour mixtures, is he not safer, after all, in his suit of dull grey or melancholy black?"

"I confess that it seems to me that to be inconspicuous is to be well-dressed; yet how delightful for a future age when to wear bright colours would be no longer to incur the imputation of conspicuousness! But I am not a buck or a dandy, a swell or a 'nut'; and I think, perhaps, that the dulness of the average man's attire is due to a sub-conscious gallantry in recognising that man to day is but a humble background to the picturesque charms, sartorial and other, of woman."

NOTICES TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th July, will be subject to rent.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th July, at 9.30 a.m.

All Claims must reach us before the 5th August, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 22nd July, 1913.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th July will be subject to rent.

All broken, elated, and damaged goods are to be left in the Godowns, where they will be examined on the 28th July, at 9.30 a.m.

All Claims must reach us before the 4th August, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 21st July, 1913.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN"
Arrived Hongkong on 23rd July, 1913.
From ANTIWEAP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.
B. A. HEWETT,
Superintendent.
Hongkong, 23rd July, 1913.

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That's what the Victor-Victrola really is. It holds in store for you the best music of the entire world—the musical gems of the great masters, the latest popular music, everything you want.

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LANDS INDIA, BORNEO, THE PHILIPPINES,
ETC.

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1913.

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OR

MESSRS. KELLY & WALSH, LTD.

NOTICES TO CONSIGNEES

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL
STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPERESS OF INDIA."

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 30th inst. will be subject to rent.

No Fire Insurance will be effected.
All damaged packages are to be left in the Godowns and this Office notified, when arranged, will be made for examination.

No Claims will be admitted after the Goods have left the Godowns.
D. W. CRADDOCK,
General Traffic Agent.
Hongkong, 25th July, 1913.

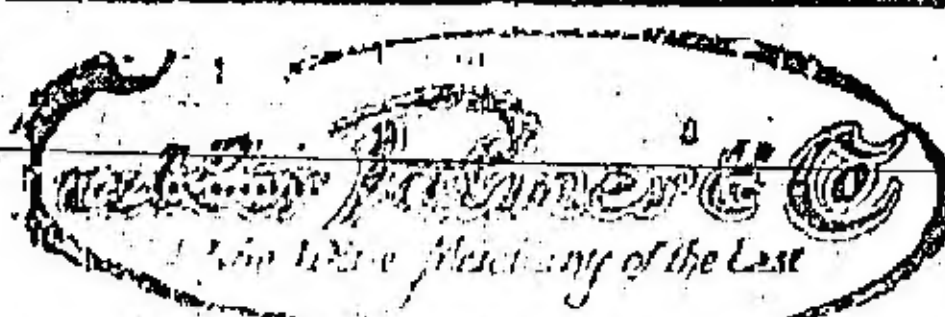
MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH.

Albion, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 500 i.h.p., Lieut.-Comdr. B. E. Pritchard, Weihaiwei.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. W. H. Darvall, on passage Hankow.
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.f., Commr. Hugh P. E. T. Williams, Weihaiwei.
Cherub, water tank and tug, 370 tons, 340 i.h.p., Master W. Smith, Hongkong.
Clia, British sloop, 1,070 tons, 1,100 i.h.p., Comdr. Mackenzie, Hongkong.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Flora, 4,360 tons, 9,000 f.f., 12 guns, Capt. Charles F. Corbett, M.V.O., Shanghai.
Hampshire, 10,850 tons, 21,000 f.f., 11 guns, Capt. Marcus Rowley Hill, Weihaiwei.
Kinsh, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryat, Xiangshui.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Passo, Singapore.

Minotaur, armoured cruiser (flagship) Vice-Admiral T. H. Jerram, C.B., 27,000 i.h.p., Capt. E. E. Kiddie, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Barttelot, M.V.O., Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Alan Dixon, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.f., Capt. F. A. Powlett, Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.f., 6 guns, Lieut.-Comdr. E. J. G. Mackinson, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Hyder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungking.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. I. R. N. Cottrell-Dormer, Yangtze.
Uak, T.B.D., 590 tons, 7,500 f.f., 6 guns, Lieut. Maxwell, Weihaiwei.
Vivaro, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Eddam Whitham, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.f., 6 guns, Lieut.-Comdr. Seymour, Weihaiwei.
Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. B. Neville, Weihaiwei.
Wildcat, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. P. Borrett, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. E. Blackwood, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin W. Lloyd, Yangtze.

Submarines:—
C. 36, D. J. McGillivray, Lieut.-Comdr.
C. 37, J. A. Gaines, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 335, Lieut.-Comdr. Handley, Hongkong.
T.B. 336, Lieut.-Comdr. Stileman, Hongkong.
T.B. 337, Lieut.-Comdr. Nicoll, West River.
T.B. 338, Lieut.-Comdr. Seymour, West River.

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SQUARE BOTTLE

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UNVARIED FOR OVER

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English Export Agent
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These tiny Capsules — superior
to Copal, Cubeb, and Injec-
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seases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
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Paris, 8, rue Vivienne
Sold by all Chemists.

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THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJUNCTIONS.
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CURES BLOOD POISON, RHEUM, GOUT, BRUISES, CHLOROMA, AND ALL AFFECTIONS OF THE SKIN.
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CURES CHRONIC WEAKNESS, DRAINAGE, LOSS OF VIGOR, AND ALL AFFECTIONS OF THE NERVOUS SYSTEM.
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THERAPION
SEE THAT TRADE MARKED WORD "THERAPION" IS ON
BOTTLE, GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.

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ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day
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English Mails; also Table of the
Yearly Approximate Averages
for 38 years,
FROM 1874 TO 1909.

PRICE \$2 CASH.

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COMFORT.	SAFETY.	SPEED.
From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.		

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Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$54 to London (return ticket \$90.10), and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
CHINA	10,200	TUESDAY, 29th July, at Noon.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 p.m.
NILE	11,000	SATURDAY, 16th Aug., at 3 p.m.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 p.m.
PERIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama. Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	From Manila.	Due Hongkong.
29th July ... CHINA ... 31st July	29th July ... MANCHURIA ... 27th July	14th Aug ... NILE ... 14th Aug	14th Aug ... MONGOLIA ... 16th Aug
16th Aug ... NILE ... 13th Aug	14th Aug ... PERIA ... 15th Aug	2nd Sept ... PERIA ... 4th Sept	10th Sept ... KOREA ... 12th Sept
13th Sept ... PERIA ... 15th Sept	14th Oct ... CHINA ... 16th Oct		
14th Oct ... CHINA ... 16th Oct	30th Oct ... NILE ... 30th Oct		

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O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To Sail
SHANGHAI, KOBE AND YOKOHAMA	CHILI	On 28th July, at A.M.
MARSEILLES VIA PORTS	ERNEST SIMONS	On 29th July, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to
S. C. DE BUSSIERRE, Acting Agent,
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(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
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TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 16th August.

WESTWARD.

S.S. "JELUNGA," 5,200 tons, Captain J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 29th July, at 3 p.m.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched on 2nd August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
HONGKONG, 28th July, 1913.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

8 a.m. "HONAN"	8 a.m. "HEUNGSHAN"
10 p.m. "KINSHAN"	5 p.m. "FATSHAN"

A Telephone service has been recently installed on the Canton Company's steamers. Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3rd AUGUST, 1913.

The Company's Steamship "SUI AN" will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAI" and "SANLU." These vessels have superior Cabin accommodation and are lighted through by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, no mixtures, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No mixtures. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPSON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lugano, Basle, Leon, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY SEMLING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.1.11, II £2.8.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £2.19.3, II £2.1.6.
TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 5 a.m.
FARES: Hongkong-Shanghai, 26 1st, £4 2nd, £2 3rd Class.
S.S. "VOEWALDERS," 12,900 tons, will leave as above about 31st July.
Cargo (taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America).
SANDER, WIELER & Co., Agents,
Hongkong, 28th July, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"TEDDO"	7,200	On 7th Sept.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC TOYO KISEN KAISHA

TRANS-CONTINENTAL WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TONYO MARU ... 22,000 tons.
S.S. CHYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.F. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily bath, cricket, baseball games and free newspaper containing World's happenings by wireless.

Without Change. The T.K.K. lines connect at San Francisco with the great trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver.

Through Standard Sleepers, Through Tourists' Sleepers, Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. [57]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. J. Nagano	16,000	WED'DAY, 30th July, at Daylight.
	HITACHI MARU Capt. Yamawaki	13,000	WED'DAY, 13th Aug., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SANUKI MARU Capt. Sato	12,500	TUESDAY, 29th July, at 4 p.m.
	SHIDZUOKA MARU Capt. Irizawa	12,500	TUESDAY, 12th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. S. Tomimaga	12,500	WED'DAY, 30th July, at Noon.
	NIKKO MARU Capt. M. Yagi	9,600	WED'DAY, 27th Aug., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON			
BOMBAY via SINGAPORE, PENANG and COLOMBO	PENANG MARU Capt. Noma	12,000	MONDAY, 4th August
KOBE and YOKOHAMA	KITANO MARU Capt. Cope	16,000	WED'DAY, 30th July, at 5 p.m.
SHANGHAI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	9,600	TUESDAY, 29th July, at 5 p.m.

§ Fitted with New System of Wireless Telegraphy. I Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 232 and 1241.

T. KUSUMOTO, MANAGER

11-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	August 2	MAJOA	Aug. 31	Sept. 5
ASSAYE	August 16	NONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Sept. 3
DEVANHA	Sept. 13	MAIWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong About	Due MARSEILLES About	Due LONDON About
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 23	Nov. 2
NORE	October 1	November 5	Nov. 15
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 3	Dec. 13
SUMATRA	November 12	December 16	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £50 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	About 31st July.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. G. J. Caldwell	Noon, 2nd Aug.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SIMLA Capt. G. Phillips	About 6th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA AND YOKOHAMA	Capt. H. N. Rivers, R.N.R.	About 7th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG	"KIUKIANG"	On 28th July, 11 A.M.
SHANGHAI	"CHENAN"	On 28th July, 4 P.M.
SWATOW, AMOY & SHANGHAI	"SINGAN"	On 28th July, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 30th July, 11 A.M.
TSINGTAU, WEIHAIWEI, CHE-FOO, NEWCHANG & CHIWAN	"TCHANG"	On 30th July, 4 P.M.
MANILA, CEBU & LLOILO	"TAMING"	On 30th July, 4 P.M.
SHANGHAI	"TUCHOW"	On 31st July, 4 P.M.
SHANGHAI	"TINGCHOW"	On 2nd Aug., 11 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships, Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

R.H.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS

For Freight or Passage apply to—

Hongkong, 28th July, 1913. Telephone 35.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. BRISGAVIA	28th July.
S.S. BELGRAVIA	30th July.
S.S. SCANDIA	14th Aug.
S.S. SENEGBAMBIA	26th Aug.
S.S. TUCKERMARK	28th Aug.
S.S. LIBERIA	11th Sept.
S.S. ARABIA	23rd Sept.

HOMEWARD.

For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)	31st July.
S.S. BRISGAVIA	31st July.
For BOSTON & NEW YORK	1st Aug.
S.S. ARABIA	1st Aug.
For MARSEILLES, HAVRE & HAMBURG	12th Aug.
S.S. PRUSSEN	12th Aug.
For HAVRE, DUNKERK, ROTTERDAM & HAMBURG	18th Aug.
S.S. BERMUDA	18th Aug.
For MARSEILLES & HAMBURG	22nd Aug.
S.S. SAXONIA	22nd Aug.
For HAVRE, BREMEN & HAMBURG	25th Aug.
S.S. SILESIA	25th Aug.

For Further Particulars apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rosch	TUESDAY, 29th July, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Aug., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Months of JULY and AUGUST FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the Full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th July, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	On 28th July.	On 16th Aug., 11 A.M.
ALDENHAM	On 31st July.	—

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 25th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection at TACOMA and SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Hosoda	THURSDAY, 4th Sept., at 1 P.M.
"S.S. ARABIA"	J. Kase	WEDNESDAY, 17th Sept., at 1 P.M.
"PANAMA MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"SEATTLE MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 30th July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	MONDAY, 28th July, at Noon.
"DAIJIN MARU"	M. Nagano	SUNDAY, 3rd Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 6th Aug., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	FRIDAY, 1st Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building

PHILIPPINES S.S. CO

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Hilo	On 5th Aug., 4 P.M.
FUBI	4000	J. Miller	Manila, Mangarin, Cebu and Hilo	On 15th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers, Hongkong, 28th July, 1913. PHILIPPINES S.S. Co.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 86' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 211.

Telegraphic Address: "TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAPAN, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED IN OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIBODAS	SHANGHAI	First half of August.	JAVA	First half of August.
TJIKINI	JAVA	First half of August.	SHANGHAI	First half of August.
TJIMANOEK	JAPAN	First half of August.	JAVA	First half of August.
TJITAROEM	JAVA	Second half of August.	JAPAN	Second half of August.
TJILATJAP.	JAVA	Second half of August.	JAPAN	Second half of August.
TJILIWONG	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJIMAH				

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 25th July, 1913.

Telephone No. 375.

16

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TONS

TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

"YORCK" Capt. H. Formes, 1,700, Wed., 6th Aug., at 10 A.M.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

"DUELOW" Capt. C. NAREATH, 16,900, About Wed., 6th Aug.

MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ SIGISMUND" Capt. D. Lenz, 6,000, Saturday, 9th Aug., at 9 A.M.

KOBE

"PRINZ WALDEMAR" Capt. H. BREMER, 6,000, About Tuesday, 19th Aug.

JESSELTON, KUDAT and SANDAKAN

"BORNEO" Capt. J. KOEHLER, 5,000, About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOHER & Co.,

HONGKONG, 25th July, 1913. GENERAL AGENTS HONGKONG AND CHINA.

4

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

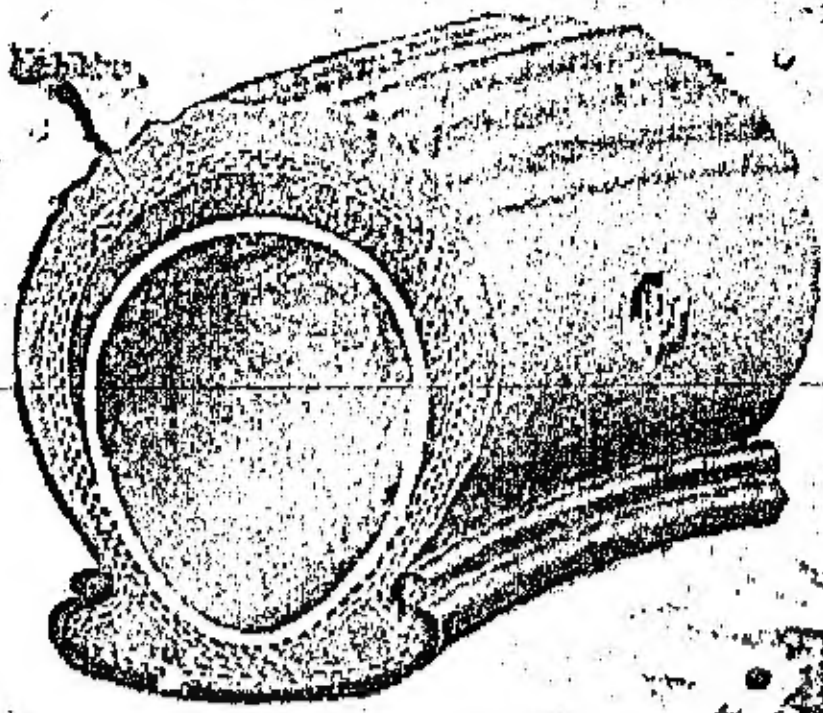
FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

[694]

PETER'S UNION



the most durable and economical

PNEUMATIC

for RICKSHAWS and MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 28th July, 1913.

[44-35]



LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS.

ARE THE BEST!

Leonhardi's
CARBON PAPER
(PURPLE).

\$8.50 only per box of 100 sheets.

RETAIL.

WING HING, Stationer,
25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

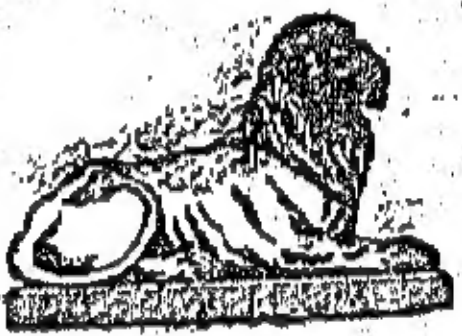
20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 28th July, 1913.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK

ON THE MARKET.

\$9 per case of 48 tins at 1 lb.

HUGO C. A. FROMM,

Tel. 960. 20, DES VŒUX ROAD, 1st Floor.

Hongkong, 28th July, 1913.

[44-45]

NOTICE POST OFFICE

The Manchuria, with the American Mail, is expected to arrive here to-day.

The American Mail or s.s. Chiao Maru has been transferred to the s.s. Alenta Maru, which is expected here to-day.

The Delta, with the English Mail, left Singapore on Saturday, the 25th inst., at 10 a.m., and is expected to arrive here on Wednesday, the 30th inst., at about 5 p.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 25th ult., and for despatch overland on the 2nd inst.

FROM	PER	DATE
Hongkong, Amoy and Formosa via Tamsui	Kuikio g...	Monday, 28th, 10.00 A.M.
Chiofo and Newchwang	Daigi Maru	Monday, 28th, 11.00 A.M.
Philippine Islands	Eiger	Monday, 28th, 11.00 A.M.
Macao	Yuenwang	Monday, 28th, 1.00 P.M.
Japan via Kobe	Sui Tai	Monday, 28th, 1.15 P.M.
Swatow, Amoy, S.anghai and North China	Torilla	Monday, 28th, 3.00 P.M.
S.anghai and North China	Siron	Monday, 28th, 3.00 P.M.
Japan via Yokohama	Chooan	Monday, 28th, 3.00 P.M.
Shanghai and North China	Bloofountain	Monday, 28th, 4.00 P.M.
	Kwongkong	Monday, 28th, 5.00 P.M.

FROM	PER	DATE
Pakhoi and Hainan	Hainan	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and Formosa	Hainan	Tuesday, 29th, 10.00 A.M.
Philippine Islands, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	China	Tuesday, 29th, 10.00 A.M.

FROM	PER	DATE
Malacca, Straits, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, FERRY and EUROPE via MANCHESTER (Late Letters 11 to Noon Extra postage 10 cents)	Ernest Simons	Tuesday, 29th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

FROM	PER	DATE
Malacca, Straits, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, FERRY and EUROPE via MANCHESTER (Late Letters 11 to Noon Extra postage 10 cents)	Sui Tai	Tuesday, 29th, 1.15 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Yokohama, Victoria, B.C., and Seattle Wash.	Jelunga	Tuesday, 29th, 2.00 P.M.
Japan via Nagasaki	Sanki Maru	Tuesday, 29th, 3.00 P.M.
Shanghai and Pakhoi	Nikko Maru	Tuesday, 29th, 4.00 P.M.
Straits and Ceylon	Sungkiang	Tuesday, 29th, 5.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	Alenta Maru	Tuesday, 29th, 5.00 P.M.

FROM	PER	DATE
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of India	Wednesday, 30th, 10.00 A.M.

FROM	PER	DATE
Sawtoe, Amoy and Foochow	Kaijo Maru	Wednesday, 30th, 1.00 P.M.
Macao	Sui Tai	Wednesday, 30th, 1.15 P.M.
Philippine Islands	Tanning	Wednesday, 30th, 3.00 P.M.
Tsingtau, Welshwei, Chiofo, Newchwang and Chingwangtao	Ichang	Wednesday, 30th, 3.00 P.M.
Macao	Sui Tai	Thursday, 31st, 1.15 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Delta	Thursday, 31st, 9.00 A.M.
Japan via Kobe	Sungang	Thursday, 31st, 11.00 A.M.
Shanghai and North China	Luechow	Thursday, 31st, 3.00 P.M.

FROM	PER	DATE
Malacca, Straits, BURNAN, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, FERRY and EUROPE via MANCHESTER (Late Letters 11 to Noon Extra postage 10 cents)	Assaye	Friday, 1st, 1.15 P.M.
(Supplementary mail on board up to the times fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed on Friday, 1st August at 5 p.m.		
Philippine Islands	Loongang	Saturday, 2nd, 1.00 P.M.
Macao	Sui Tai	Saturday, 2nd, 1.15 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

ON	July 26th
LONDON	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credit, at 4 months sight	111 1/2
Documentary Bills 4 months sight	111 1/2
PARIS	
Bank Bills, on demand	249
Credit, at 4 months sight	254 1/2
NEW YORK	
On demand	202
Bank Bills, on demand	48 1/2
Credit, at 60 days sight	49 1/2
SHANGHAI	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
CALCUTTA	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
SHANGHAI	
Bank, at sight	73 1/2
Private, 10 days sight	74 1/2
YOKOHAMA	
On demand	96 1/2
MANILA	
On demand	97 1/2
SINGAPORE	
On demand	84 1/2
BATAVIA	
On demand	119 1/2
HONGKONG	
On demand	13 1/2
SAIGON	
On demand	13 1/2
BANKERS	
On demand	77 1/2
GOVERNMENT	
On demand	352 80
GOVERNMENT	
On demand	27 1/2

SUBSIDIARY COINS.	per cent.
Chinese	20 cents pieces, 77.12 discount
Chinese	10 " 77.63
Hongkong	20 " 76.60
Hongkong	10 " 77.16

MAILS VIA SIBERIA.

London	Shanghai
July 11th.	July 28th.

SHARE LIST—QUOTATIONS.

HONGKONG, 26th JULY, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAY. UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$800, buyers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$108, sellers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$4	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 30	all	Tls. 125, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$26 1/2, buyers	5 p.c.
DOCKS AND WHARVES—					
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$30	all	\$37 1/2, sellers	5 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$30	all	\$35 1/2, sellers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$5 1/2	all	\$9 1/2, sal. (buy)	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	\$5,740	Tls. 10 1/2	all	Tls. 51, x. div.	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 10 1/2	all	Tls. 110, sellers	
Green Island Cement Co., Limited	400,000	\$10	all	\$7, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$40	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$12 1/2, buyers	5 p.c.
Messia Metropole Hotel Limited	8,000	\$50	all	\$91, buyers	
Hongkong Ice Company, Limited	15,000	Pa. 10	all	\$8 1/2, sellers	
Hongkong Rope Manufacturing Co., Ltd.	5,000	\$35	all	\$180, sellers	5 1/2 p.c.
Hongkong & South China Steam Navigation Co., Ltd.	60,000	\$10	all	\$25 1/2	9 1/2 p.c.
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$5, sellers	
Hongkong Tramway Co., Ltd.	325,000	\$7 1/2	all	\$7 1/2, buyers	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	\$25	all	\$27 1/2, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$10	all	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	50,000	\$25	all	\$58, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	all	Tls. 137, buyers	
Union Insurance Society, Limited	12,400	\$25	all	\$790, sellers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$10	all	\$193 @ Ex 73	
LANDS AND BUILDINGS—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	all	\$118, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$75	
Hongkong Estate and Finance Co., Ltd.	10,000	\$1	all	\$8 1/2, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	5,000	\$5	all	\$40, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 5	all	Tls. 9	
West Point Building Co., Limited	12,500	\$5	all	\$7 1/2	5 1/2 p.c.
Manchukoppo tot Mija, Deschen, Laabow exploitation in Langkat	25,000	Gds. 10	all	Tls 55 sal. & buy.	
MINING—					
Chinese Engineering and M. Co. Ltd.	1,000,000	\$2	all	\$0	
Heawood Tin and Rubber Estate Ltd.	2,000	\$2	all	\$3 1/2, sellers	
Ramb Australia Gold Mining Co., Ltd.	160,000	\$1	all	\$5 1/2	
Troun Mines, Limited	25,000	\$1	all	\$10	7 1/2 p.c.
Peak Tramways Co., Limited	50,000	\$1	all	\$0.92 1/2, sellers	
Philippine Co., Limited	15,000	\$1	all	\$5	
Pulpes et Papeteries du Tonkin Societe des	15,000	\$5	all	\$20, sellers	
REFINERIES—					
China Sugar Refining Co., Limited	10,000	\$10	all	\$95, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$10	all	\$55, sellers	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	10,000	\$2	all	\$10	
Douglas Steamship Co., Limited	20,000	\$5	all	\$14 1/2, buyers	5 p.c.
Hongkong, Canton & Macao S. S. Co., Ltd.	30,000	\$1	all	\$27	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 50,000 ord.	\$2	all	\$31, x. (L'don div. sal. £8.10)	
Shanghai Transport & Trading Co., Ltd.	350,000	\$1	all	\$107 1/2, sellers	6 p.c.
Singapore Free Company, Limited	2,000	\$1	all	\$5 1/2, buyers	3 1/2 p.c.
Southern China Marine Post, Limited	6,000	\$2	all	\$22	
Steam Laundry Company, Limited	10,000	\$5	all	\$4, buyers	
STOCKS AND DISPENSARIES—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$5	
Gande, Price & Co., Limited	50,000	\$10	all	\$5	
Powell, Wm., Limited	15,000	\$10	all	\$11	4 p.c.
Watson & Co., A. S. Limited	20,000	\$10	all	\$3 1/2, sellers	
Weissmann, Limited	5,000	\$10	all	\$3 1/2, buyers	
United Asbestos Oriental Agency, Ltd.	2,000 ord. 100 shares	\$10	all	\$4 1/2	8 p.c.
Union Waterboat Co., Limited	50,000	\$10	all	\$18, sellers	5 1/2 p.c.

Para Rubber in London ... 3 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 767,200	Tls. 250	7 1/2 p. annum. Par.	

TO-DAY
3 p.m.—Auction of Crown Land at Tai Ping Shan, by Public Works Dept.

FORTHCOMING EVENTS.

DATE.	EVENT.
Thursday, 31st July	3 p.m.—Auction of Crown Land at Tai Ping Shan, by Public Works Dept.
Friday, 1st August	11 a.m.—Auction of H.M.S. "Alacrity" on board at H.M. Naval Yard.
Friday, 1st August	11 a.m.—Auction of H.M.S. "Handy" and H.M.S. "Jarus" on board at H.M. Dockyard.
Saturday, 2nd August	11 a.m.—Auction of H.M.S. "Alacrity" on board at H.M. Naval Yard.
Saturday, 2nd August	11 a.m.—Auction of H.M.S. "Handy" and H.M.S. "Jarus" on board at H.M. Dockyard.

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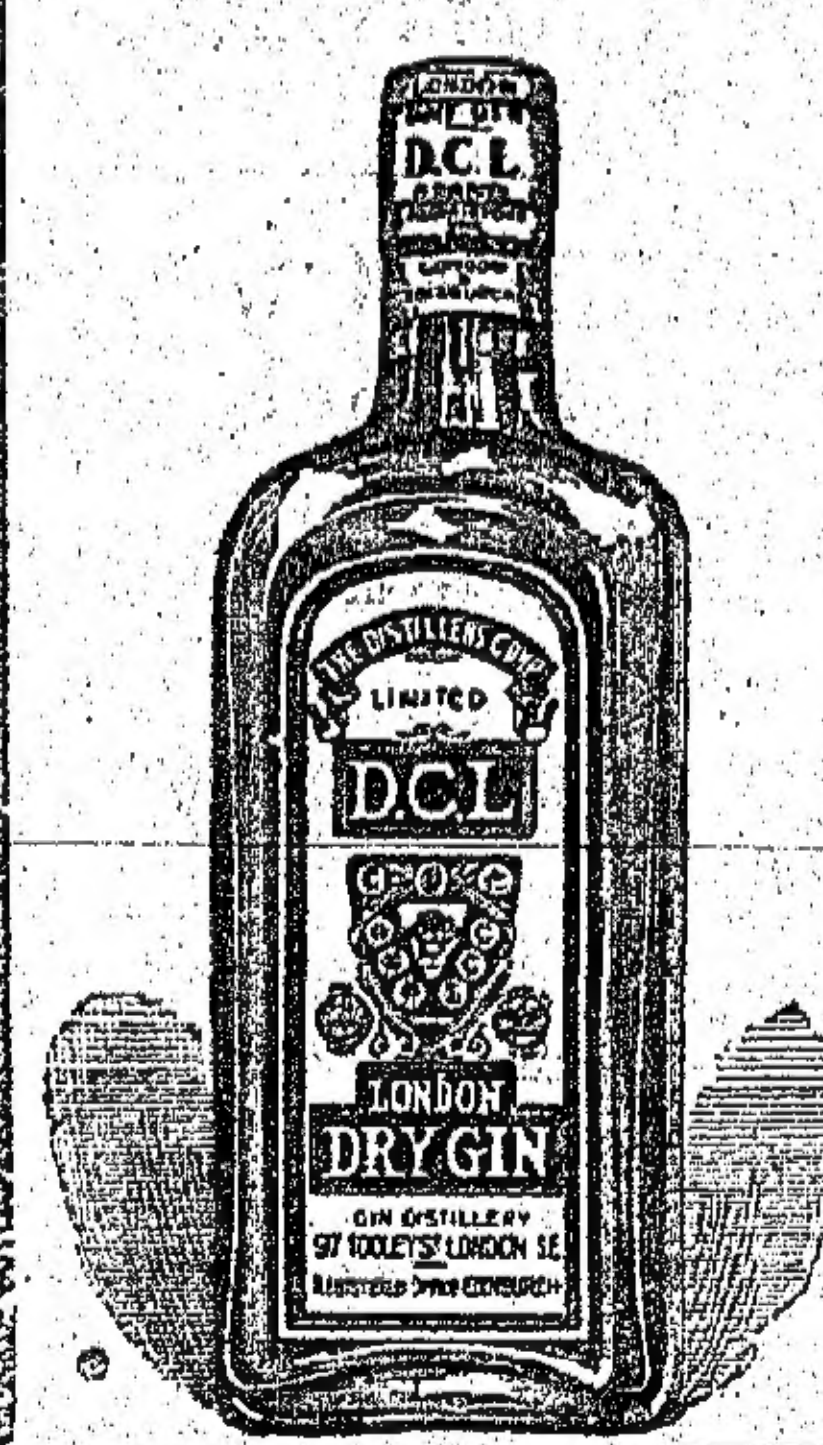
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